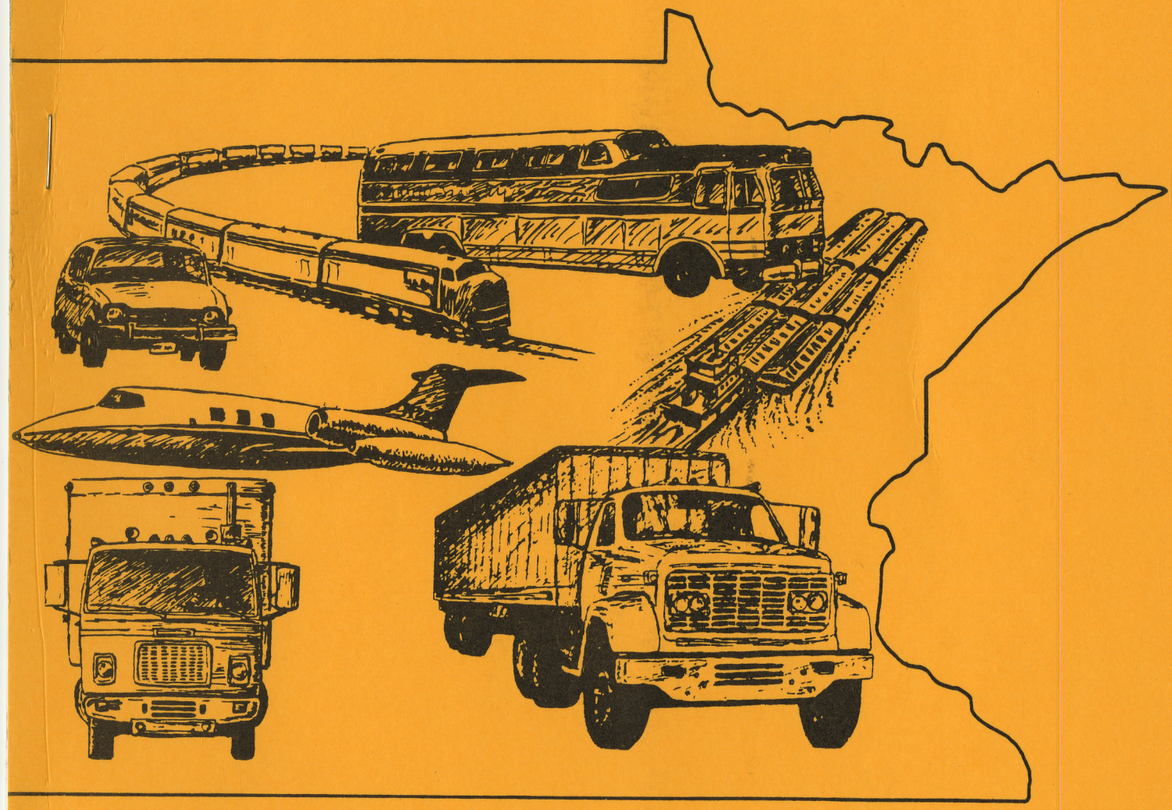
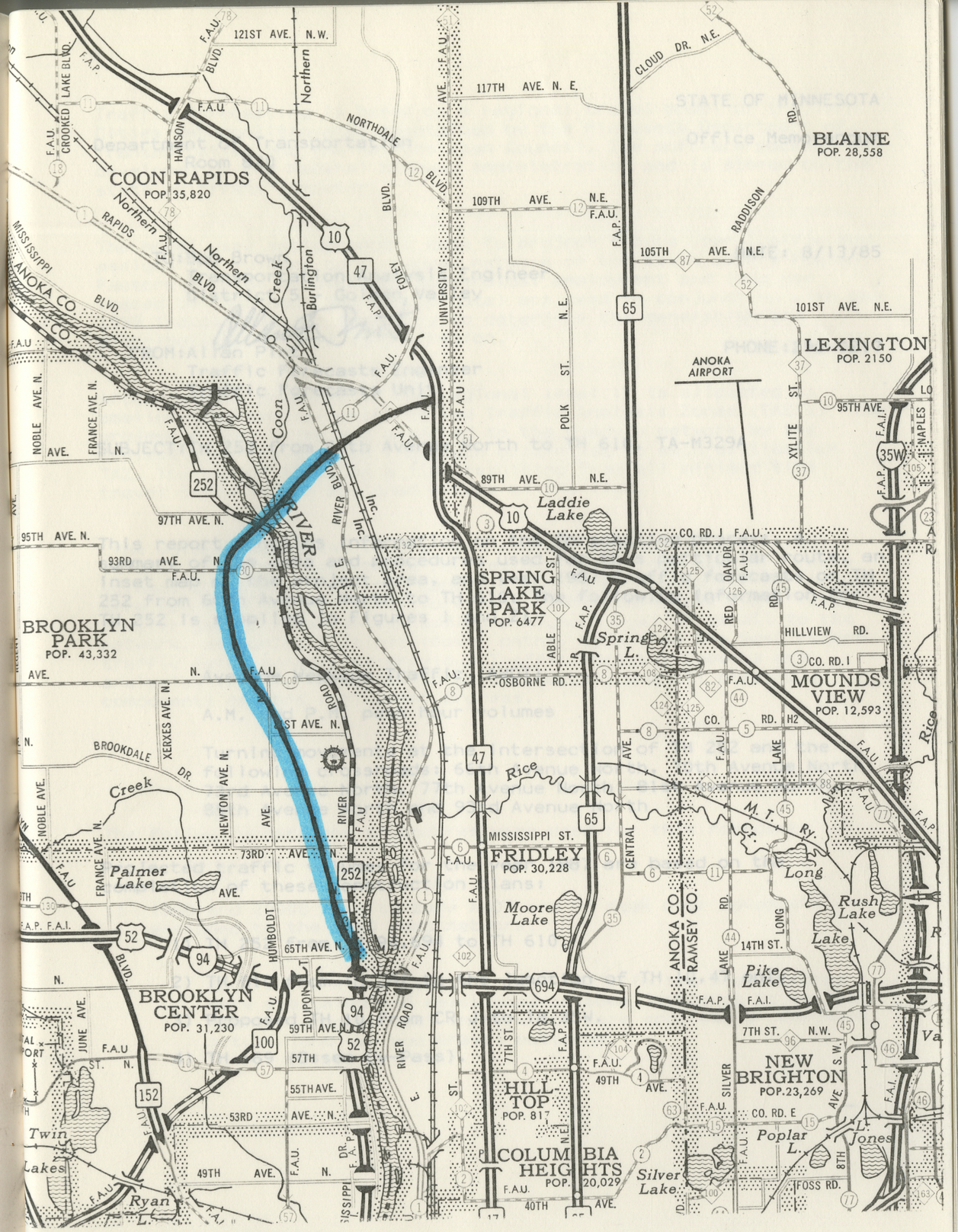
Transportation Analysis

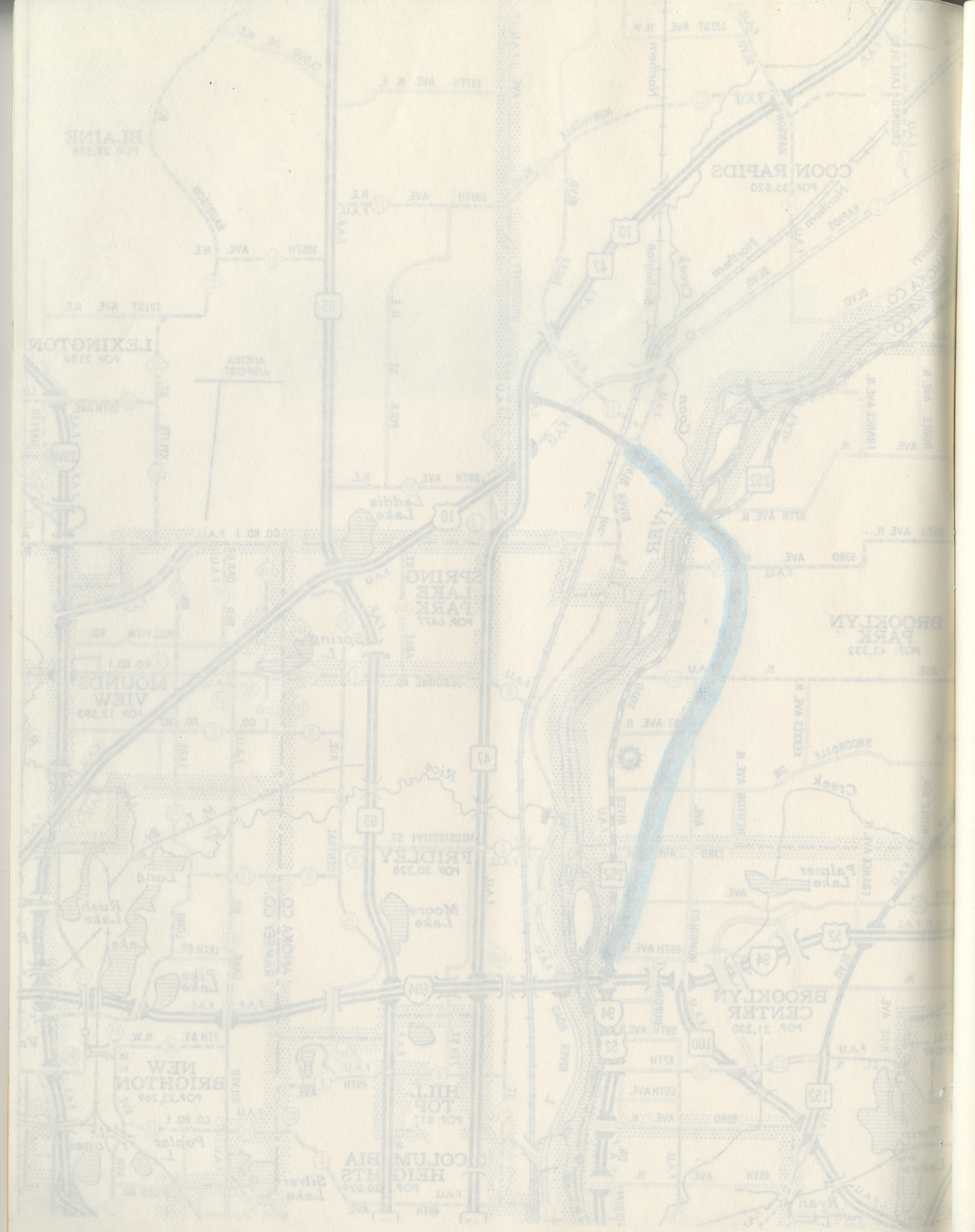
TA-M329A

TH252 FROM 66TH AVE NORTH TO TH610



PREPARED BY
THE MINNESOTA DEPARTMENT OF TRANSPORTATION
PROGRAM MANAGEMENT DIVISION
TRAFFIC AND COMMODITIES SECTION


COON RAPIDS
POP. 35,820
BLAINE
POP. 28,558
LEXINGTON
POP. 2150
ANOKA AIRPORT
SPRING LAKE PARK
POP. 6477
MOUNDS VIEW
POP. 12,593
BROOKLYN PARK
POP. 43,332
FRIDLEY
POP. 30,228
BROOKLYN CENTER
POP. 31,230
HILL TOP
POP. 817
COLUMBIA HEIGHTS
POP. 20,029
NEW BRIGHTON
POP. 23,269
RIVER
Coon Creek
Laddie Lake
Spring L.
Moore Lake
Palmer Lake
Long Lake
Rush Lake
Pike Lake
Poplar L.
Silver Lake
Twin Lakes
Ryan L.
L. Jones
Rice Cr.
121ST AVE. N.W.
117TH AVE. N.E.
109TH AVE. N.E.
105TH AVE. N.E.
101ST AVE. N.E.
95TH AVE.
97TH AVE. N.
95TH AVE. N.
93RD AVE. N.
89TH AVE. N.E.
85TH AVE. N.
73RD AVE. N.
69TH AVE.
65TH AVE. N.
59TH AVE. N.
57TH
55TH AVE.
53RD AVE. N.
49TH AVE. N.
49TH AVE.
40TH AVE.
CO. RD. J
CO. RD. I
CO. RD. H2
CO. RD. E
HILLVIEW RD.
OSBORNE RD.
MISSISSIPPI ST.
14TH ST.
7TH ST. N.W.
FOSS RD.
CLOUD DR. N.E.
RADDISON
NORTHDALE BLVD.
HANSON BLVD.
CROOKED LAKE BLVD.
Northern BLVD.
Burlington Northern
UNIVERSITY AVE.
FOLEY BLVD.
POLK ST. N.E.
XYLITE ST.
NAPLES
CENTRAL AVE.
ABLE ST.
RED OAK DR.
LAKE RD.
SILVER LAKE RD.
LONG LAKE RD.
RIVER BLVD.
RIVER ROAD
EAST RIVER ROAD
NOBLE AVE. N.
FRANCE AVE. N.
XERXES AVE. N.
NEWTON AVE. N.
HUMBOLDT AVE.
DUPONT AVE.
JUNE AVE.
BROOKDALE DR.
Creek
ANOKA CO.
RAMSEY CO.
M. T. RY.
Inc.
F.A.U.
F.A.P.
F.A.I.
10
47
65
35W
252
94
694
52
100
152
CRYSTAL AIRPORT



STATE OF MINNESOTA

Department of Transportation
Room 820

Office Memorandum

TO: Bob Brown
Transportation Analysis Engineer
District 5 - Golden Valley

DATE: 8/13/85

FROM: Allan Pint
Traffic Forecasts Engineer
Traffic Forecasts Unit

PHONE: 296-0217

SUBJECT: TH 252 from 66th Avenue North to TH 610, TA-M329A

This report contains information on the forecasting process, a summary of the data and procedures used for this particular route, an inset map of the project area, and year 1987 traffic forecasts on TH 252 from 66th Avenue North to TH 610. The following information for TH 252 is supplied in Figures 1 and 2:

Average Weekday Traffic (AWDT)

A.M. and P.M. peak hour volumes

Turning movements at the intersection of TH 252 and the following crossroads: 66th Avenue North, 70th Avenue North, 73rd Avenue North, 77th Avenue North, 81st Avenue North, 85th Avenue North and 93rd Avenue North

Projected traffic volumes for the year 1987 are based on the completion of these construction plans:

1) TH 252 from TH 94,694 to TH 610.

2) TH 610 from TH 252 to the junction of TH 10,47 only.

3) Proposed TH 10 from CR J to TH 35W.

4) TH 169 (Osseo By-Pass).

Traffic forecasting is based on a regional travel model of the Twin Cities Metropolitan area maintained by the Minnesota Department of Transportation and the Metropolitan Council. The software package was developed by the Federal Highway Administration and is stored on the state mainframe computer.

The model uses socioeconomic data to project future year traffic and assigns the volumes to a roadway network of the seven county region. Factors such as population, households, employment and land use (based on 1970 and 1980 census data) are used in conjunction with the 1982 Travel Behavior Inventory to determine the generation and distribution of trips in the region.

After data is prepared at the regional level it is allocated to smaller geographical units called Traffic Analysis Zones (TAZ's). The projected year trips are assigned to the roadway network by the minimum time travel path from each origin TAZ to each destination TAZ. The sum of trips on a link resulting from all minimum time travel paths is the assigned volume on the link.

Link volumes represent future year Average Weekday Traffic (AWDT) volumes which are acceptable for regional planning. However, these volumes are further refined manually and by microcomputer to produce more accurate project level forecasts. Subdividing the TAZ's into smaller geographical units, adding a higher level of detail to the network, assigning multiple travel paths, acquiring the most recent traffic data, consulting previous Traffic Analysis Reports and analyzing traffic movements in greater detail are all possible components of this refinement process.

The following data and procedures were used for this forecast:

1) 1980 and 2000B zone to zone AWDT and PM peak hour movements assigned to the 1990 road network.

   Zone to zone movements for the TAZ's in the project area were evaluated and reassigned in some instances to reflect smaller geographical units which more accurately represent actual land use and travel patterns.

2) Loaded links and loaded tree analysis of 1980 and 2000 AWDT movements.

Loaded links and trees were studied in order to reroute traffic using minimum time travel paths to multiple paths for critical routes in the project area.

3) The following Traffic Analysis Reports previously prepared by Mn/DOT:

TA-M329: TH 10,610 from Proposed TH 169 to TH 35W, April 1985

The volumes presented in this report are consistent with the volumes in TA-M329.

4) Current and historical Average Daily Traffic (ADT) and peak hour traffic counts from the Mn/DOT Data Collection Unit and District 5.

Historic trend analyses of traffic counts are used as a guideline in projecting future traffic volumes.

If you have any questions please contact Jim Page at 296-1626.

FIGURE 2 MATCH LINE

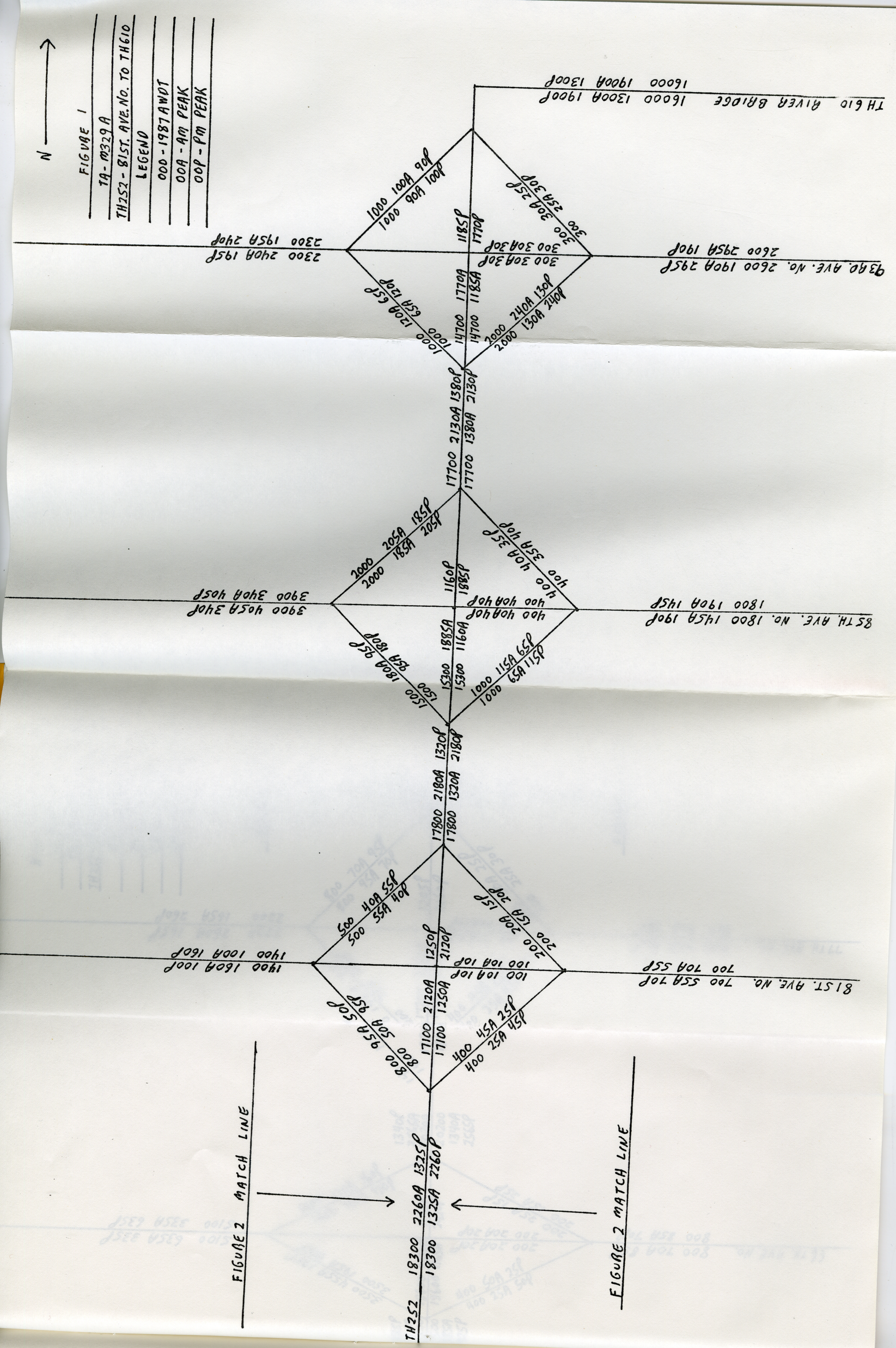


FIGURE 1
TA-M329A
TH252 - 81ST. AVE. NO. TO TH610
LEGEND
000 - 1987 AWDT
00A - AM PEAK
00P - PM PEAK
N
TH 610 RIVER BRIDGE 16000 1300A 1900P
16000 1900A 1300P
9340 AVE. NO. 2600 190A 29SP
2600 29SA 190P
2300 29ØA 19SP
2300 19SA 29ØP
1000 100A 90P
1000 90A 100P
300 30A 25P
300 25A 30P
1185P
1770P
300 30A 30P
300 30A 30P
14700 1770A
14700 1185A
1000 120A 65P
1000 65A 120P
2000 240A 130P
2000 130A 240P
17700 2130A 1380P
17700 1380A 2130P
2000 205A 185P
2000 185A 205P
1160P
1885P
400 40A 35P
400 35A 40P
1500 180A 95P
1500 95A 180P
15300 1885A
15300 1160A
1000 115A 95P
1000 95A 115P
3900 305A 39ØP
3900 39ØA 305P
1800 190A 145P
85TH AVE. NO. 1800 145A 190P
17800 2180A 1320P
17800 1320A 2180P
500 40A 55P
500 55A 40P
1250P
2120P
200 20A 15P
200 15A 20P
17100 2120A
17100 1250A
400 45A 25P
400 25A 45P
800 65A 50P
800 50A 65P
1900 160A 100P
1900 100A 160P
100 10A 10P
100 10A 10P
700 55A 70P
700 70A 55P
81ST. AVE. NO.
18300 2260A 1325P
18300 1325A 2260P
TH252
FIGURE 2 MATCH LINE
FIGURE 2 MATCH LINE

N

FIGURE 2

TA-M329A

TH252- 66TH. TO 77TH. AVES. NO.

LEGEND

000 - 1987 AWDT

00A - AM PEAK

00P - PM PEAK

FIGURE 1 MATCH LINE

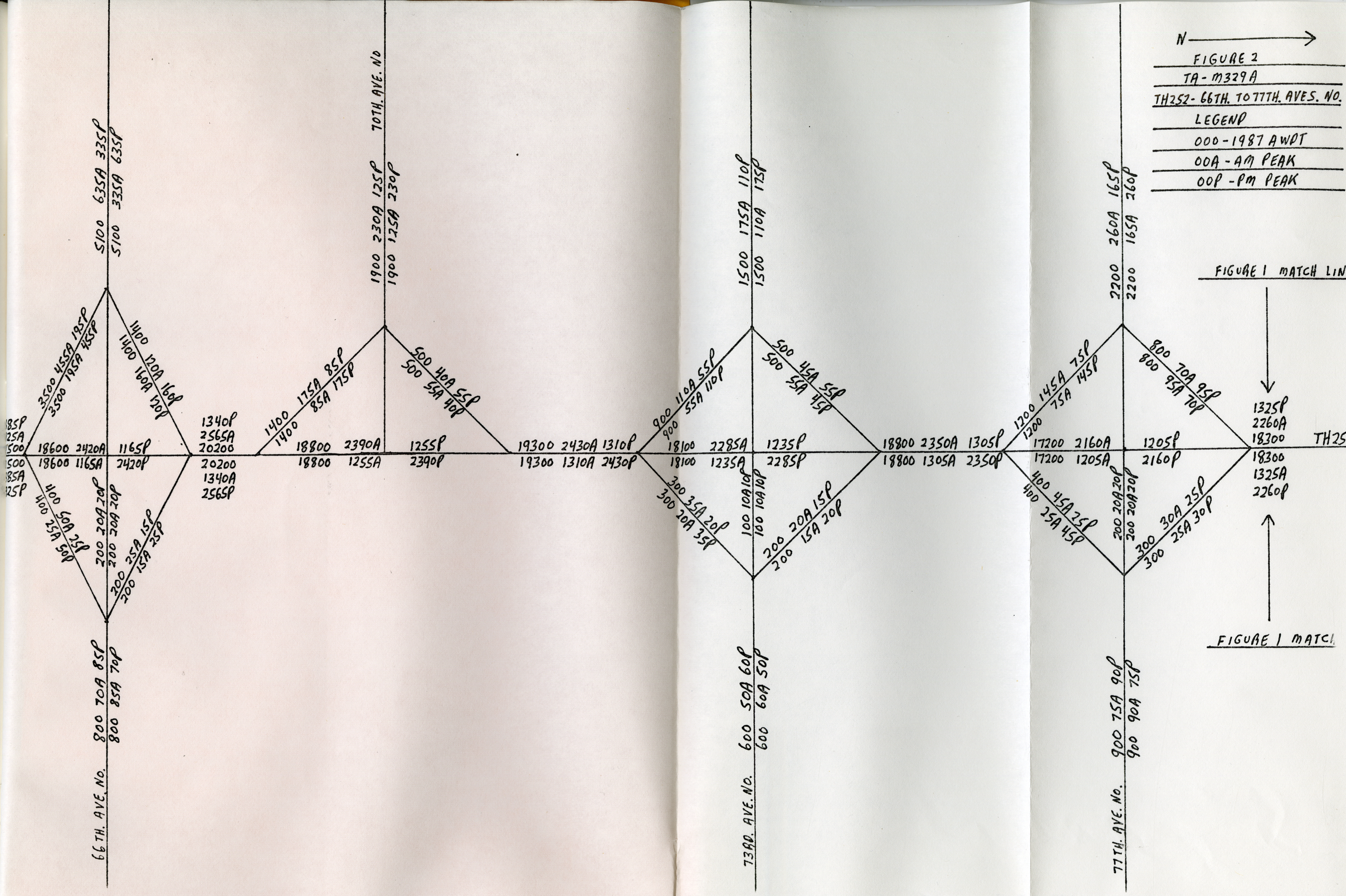


FIGURE 1 MATCH